

Seven. Thus, I dare to suggest that we need next, from this apt and audacious teacher, separate articles, perhaps in book form, on individual Eskimo sculptors and their work for among the many good things in this book are introductions to the stunning and distinctive work of Pagnark, Tiktak, Axan-gayuk, Latcholassie, Eli Sallualuk, Fabian Oogark, Tasseor, Ekoota, Erkoolik and others.

Anyone aware of Canadian Eskimo art will find in this sentient book much enlightenment, perception and the stuff of good debate.

Heartily recommended.

William E. Taylor, Jr.

THE SOVIET NORTH: PRESENT DEVELOPMENT AND PROSPECTS. BY S. V. SLAVIN. *Moscow: Progress Publishers, 1972. 5¼ x 8½ inches, 193 pages, illustrated. 1 Ruble and 25 kopeks.* **SOVETSKIY SEVER (THE SOVIET NORTH).** BY S. V. SLAVIN. *Moscow: Prosveshcheniye, 1972. 5¼ x 8½ inches, 174 pages, illustrated. 41 kopeks.*

Professor S. V. Slavin is the acknowledged doyen of northern economic studies in the Soviet Union. For forty years he has been an active researcher in this field, and he has for long been the leading adviser to Gosplan, the State planning authority, on the subject. He has also been, and remains, the Chairman of the large Interdepartmental Commission for Problems of the North, in some ways the equivalent of Canada's Advisory Committee on Northern Development. His published output, already large, is now augmented by two new books.

The one which will excite most interest in the west is *The Soviet north: Present development and prospects*, for it is his first major work to be published in English. It is based on his *Promyshlennoye i transportnoye osvoyeniye severa SSSR* [*Development of industry and transport in the north of the USSR*], *Moscow, "Ekonomika", 1961*; updated, but not, as the preface implies, expanded, for the 1961 book is twice the size of the present one. It is an overview of the whole contemporary position: natural conditions, population, industry, agriculture, and transport. The material is not arranged as a catalogue of what is now going on — indeed, if one wishes to know about the present position in a particular area, one can get somewhat confused — but rather the emphasis is placed on the special factors arising from

the northern environment. There is a regional split-down into three chapters (European north, Siberian north, and Northeast), and a final chapter looks at the future. The picture Slavin gives is virtually 'official'. It is optimistic, it looks always on the bright side, and it obviously omits factual detail on all sensitive or classified subjects (such as non-ferrous metal production). On the other hand it gives quite a lot of factual detail on other topics, it is authoritative, at least in the sense that its views are not likely to be at variance with those of authority, and, most important, it is written by a highly experienced and informed specialist. In other words, it is a good source — as far as it goes.

For those familiar with the general outline of Soviet northern development, perhaps the most interesting section is that on the future. Slavin expects continuing massive expansion of the extractive industries, to be serviced by over 10,000 km. of new railway lines. This will lead to the creation of new economic regions: the European north, the Ob' north, the Angara-Yenisey region, and the northeast (Yakutia, Chukotka, Kamchatka). When an influential planner talks in these terms, it may happen. A point worth remembering is that the Soviet economy, as manifested in the north, is very like any other: an enterprise must pay if it is to survive. Conservation, it may be added, is not mentioned at all.

There are a number of useful but small-scale maps, and interesting but poorly reproduced photographs. The translation is good, but occasionally falls down on proper names (I. Lead on p. 19 should be J. Lied, the Norwegian entrepreneur).

If *The Soviet north* is for the foreign reader, the other volume, *Sovetskiy sever*, is specifically for Soviet high schools. Despite its title (which means 'the Soviet north'), it is not the same book. Its object is to enthruse young people with the idea of working in the north. But Soviet youth, or at least that section one might hope to attract, has to be approached seriously, with plenty of facts about the economic geography of the area. So the book is not necessarily to be disregarded by older and non-Soviet readers. Although it does not go into the kind of detail which is lacking in the English-language book, its generalised statistics are up to date and sometimes cover points not referred to in the other book. There is also a short exhortation to observe good conservation practices and treat nature with care. The maps are different, but cover much the same subject matter, while the illustrations are entirely different, and some are in colour.

The book comes out in an edition of 80,000 copies. We may hope that it helps to bring in the greatly enlarged labour force which will be needed, for this is the right way to go about it.

Terence Armstrong

VIKING AMERICA: THE NORSE CROSSINGS AND THEIR LEGACY. BY JAMES ROBERT ENTERLINE. *Garden City, New York: Doubleday and Company, Inc., 1972. 5¾ x 8½ inches, 217 pages, illustrated. \$6.95*

Much of the material in "Viking America" is made up of generally well-known surveys of the Norse sagas, as well as their interpretation, mainly where they relate to Vinland. But in addition to these old clichés, Enterline proposes an absolutely unorthodox theory on the Viking migrations to Arctic Canada and Alaska. The evidence is based on "old maps" and is set forth in chapter 5: "Traces on the maps of history". Enterline's great idea is that "old maps" have not been adequately utilized as source material on America's history of explorations, especially as to the circumstances of the Norse discoveries in America. The reason for this, according to Enterline, is that researchers have not been able to interpret them fully: "Many of these maps have lain under the noses of historians for centuries, but have escaped notice because their information is in seemingly incomprehensible, distorted form." (p. 74). In Enterline's opinion, the "incomprehensible distorted form" on a large number of pre-Columbian maps of the Old World often represents North American territories.

It is well known that American localities appear as territories in the eastern part of Eurasia on maps drawn after Columbus' discovery of America. This is the case for example in Johannes Ruysch's map of the world in Ptolemaios' edition, Rome 1508; here Newfoundland (Terra Nova) is sketched in on a place in east Asia that amounts to Kamchatka, south of Greenland (Grvenlant), that is itself placed on Chukter peninsula's place. This placing is, however, a natural consequence of the general conception of that era, that the newly discovered lands in the western region of the Atlantic Ocean were part of the Old World's mainland. East American localities sketched in as lying in Eurasia on maps drawn after Columbus' discovery of America are thus general knowledge in cartographic historic circles. On the other hand, it is not a general view that American territories should be placed in

Eurasia on pre-Columbus maps. And still more untraditional is Enterline's theory that pre-Columbus maps should "include detailed maps of Greenland's immediate western neighbour, Baffin Island, the Arctic Archipelago north of Canada and the Canadian arctic coast." (p. 74). After that allegation Enterline writes, "While publication economics dictate that the many dozens of documentations of this claim be left for a separate study, the illustration of the concept on page 89 may meanwhile somewhat relieve the strain of accepting it on faith" (p. 75). I must say that I longingly look forward to the day when Enterline publishes "the many dozens of documents"; until then I and other interested readers must be content with "the concept on page 89". On that page we see: "Portion of 1427 map (Plate 15)" of Scandinavia "by Claudius Clavus (top), compared with Alaska's Seward Peninsula (bottom)" [cited from the caption]. A comparison should illustrate the similarity between Claudius Clavus' Scandinavia and the Alaskan configuration. In any case there is a similarity; a similarity that makes Enterline advance the theory that Clavus' Scandinavia is in reality a delineation of Alaska. Thus he writes frankly on Clavus' map (p. 89): "Plate 15, drawn at Rome in 1427 by one Claudius Clavus, depicted the Bering Strait area of Alaska with Seward Peninsula in precise detail as shown by the above comparison figure." Clavus' map must therefore belong to Enterline's group of "old maps with incomprehensible form". Enterline divides these "old maps" into two main groups on the basis of what he calls Grand Misunderstanding and Smaller Misunderstanding.

Grand Misunderstanding: On this kind of map, says Enterline, the south European scholars place details of American localities in Eurasia, and they are placed in their position in relation to the four corners of the world. Thus Alaska becomes identical with Scandinavia. The reason for this distortion should be related to the scant knowledge the south European scholars of the Middle Ages had of Scandinavia. That in south Europe there was a lack of geographic knowledge about Scandinavia is evidenced from the cartographic production there. On this there can be no doubt and here I am in agreement with Enterline. But if he means that Scandinavia from Clavus' map is in reality a cartographic reproduction of Alaska and will, so saying, label Clavus' map as part of the group of Grand Misunderstandings, then our agreement stops. It must namely be excluded from that group alone because Clavus, who was Scandinavian, had an ex-